

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Derek A Jackson Email: _____ Telephone: _____
Mailing Address: _____ City: Morrisville Zip Code: 27560

How to Comment on the DEIS

1. Email us at info@ourtransitfuture.com
2. Submit a web-based comment form: ourtransitfuture.com/comment
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

I Personally Think it a Bright Idea because with all the new Apartment Complexes and Homes being built new students and people coming from all over different areas in the US. to live in North Carolina its going to be crowded we need Trains Buses and any other ^{vehicles in the} conventional ^{Triangle} Metro Area. Mass Transit People need ^{different} options and it also cuts down alot of Car or Vehicle accidents. Keep Everything Flowing.

Please Turn Over →

D-O LRT Project

Jackson, Scotty [REDACTED]

Sent: 10/8/2015 11:42 AM

To: info@ourtransitfuture.com

We purchased our townhome in the Downing Creek Bradford Place community, not only because of the proximity to the UNC campus and I-40, but also because of the atmosphere of the community – peaceful and quiet, beautiful area, etc. With the proposed transit project, no more peace and quiet, no more beauty at the entrance, etc. Instead, we will hear the constant ringing when the arm goes down, we will begin to look like an inner city low income community. Who would want to live in our community with all of this?

Surely you should consider the impact on those of us who pay taxes to support the cities of Chapel Hill and Durham. Another less intrusive route would be viewed by us and our neighbors as a consideration of our property values, peace of mind, and support of our community.

Thank you for your consideration!

Susan & Manuel Jackson

[REDACTED]
[REDACTED]

Opposition to the Light Rail

Susan Jackson [REDACTED]

Sent: 10/12/2015 4:15 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

We oppose the proposed Durham – Orange Light Rail for several reasons.

1. There will be no traffic light at the Downing Creek Parkway and Hwy 54 intersection, and it will be an at-grade crossing. Hwy 54 is a very busy highway, and cars will run the very real risk of the gate coming down behind the car that will have to be stopped on the tracks in order to get onto Hwy 54. The car will be trapped between the gate and cars on Hwy 54 and will get hit by the train.
2. Construction will cost at least \$1.8 billion. This does not include cost over-runs, which we all well know, will occur. Based on accurate data, this rail will not even come close to solving traffic problems that could justify such an initial and on-going expense. This is not a complete solution to our traffic issues. Studies have shown that drivers will continue to drive cars on a daily basis and LRT riders will be the same ones currently using buses.
3. The proposed route of the rail travels through low-density areas. As a matter of fact, the entire region does not have a dense enough population for such an expensive and overwhelming mode of transportation. The proposed train does not service areas that would use it, nor does it take riders places that are needed, such as the Research Triangle Park, shopping, or the airport. Based on figures submitted by GoTriangle in the DEIS, it serves less than 5% of the population. There are more flexible and cost efficient ways such as Bus Rapid Transit to address the transportation issue than spending \$1.8 billion on such a small number of people.
4. The proposed project does not serve the poorest members of the population who need transportation and jobs more than Duke, UNC and the developers, who will be the ones who benefit from it. We are vehemently opposed to our tax dollars supporting these groups at the expense of the vast majority of the population, especially our poor.
5. There are other forms of transportation and technology being developed that will solve the transportation needs in a much more efficient and flexible way. Why spend \$1.8 billion on a system that cannot be moved as ridership needs change, is dangerous, and will be obsolete before it's complete.

Bottom line: We oppose the proposed Durham – Orange Light Rail because, with citizens such as us working hard to make ends meet, plus state and local officials making cuts to budgets in the areas of education and health, we think that spending \$1.8 billion on a system that serves a minor segment of the population, causes environmental impacts and disrupts the lifestyles of many is a waste of money. As we, the taxpayers must take care of our personal budgets and spend our hard earned money as responsibly as possible, we would expect you to do the same with the contributions we make to our economy. Please be responsible with our tax dollars and look into other more progressive and less expensive ways to solve our traffic issues. Don't invest in a system that will be obsolete before it's complete and leave a tax burden behind. We would prefer our tax dollars to be spent more wisely and less frivolously.

Sincerely,

Manuel and Susan Jackson
[REDACTED]
[REDACTED]

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: **WILLIE A. JACKSON**

Email:

Telephone:

Mailing Address:

City:

Zip Code:

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Please leave your comment on the Draft Environmental Impact Statement:

I HAVE WAITED A LONG TIME TO SEE THIS PROJECT !

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

Please
return this
form to
the comment
box

12 The area near central and south
13 Alston Avenue, already zoned industrial,
14 would be most beneficial and provide jobs
15 and transportation if the ROMF were
16 located there. Historically, light rail
17 has fewer riders than projected and costs
18 much more to build and maintain than
19 planners project. I doubt we will do any
20 better than the more populated areas that
21 have light rail. We do not support the
22 light rail.

23 MR. JOYNER: Thank you.

24 MR. ANDREW JACOBSON: Good

1 afternoon. My name is Andrew Jacobson. I
2 live at in Durham,
3 and I support the light rail project.

4 This is one of the fastest growing
5 regions in the country. I believe this
6 project provides an opportunity to focus
7 that growth and serves as a backbone to
8 our -- to our community for decades to
9 come.

10 This investment could centralize
11 growth along that corridor and improve the
12 efficiency of our land-use decisions and
13 transportation infrastructure.

14 Secondly, as an advocate for
15 bicycle and pedestrian issues, investments
16 in mass transit are always good
17 investments, are good -- and good
18 strategies. Mass transit can improve
19 participation rates in bicycling and
20 walking. Bicycling -- Bicycle and
21 pedestrian connections and safety should
22 be considered during the design and
23 construction of the -- of the light rail
24 line.

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Keith James

Email:

Telephone:

Mailing Address:

Zip Code:

How to Comment on the DEIS

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Please leave your comment on the Draft Environmental Impact Statement:

Email us at info@ourtransitfuture.com

Please Turn Over →

Durham-Orange Light Rail Transit Project

Public Comment

Please
return this
form to
the comment
box

2. Should we build the D-O LRT project? Why or why not?

Phillip James. Pettigrew St Station.

- schedule
- to column placement, elevated platform
- noise
- contract him for overall corp like.
- * send new plans
 - 9th St Station

3. Other comments?

• link to fly through.

- good for employees; better checked; parking is an ongoing issue; service around body is a bit better parking on the corner makes it easier; think

Name:

Email:

Telephone:

Mailing Address:

City:

Zip Code:

Best way to keep in touch (Circle One):

Postal Mail

Email

Telephone

There are 4 ways to return your comments: 1) Leave this form with us; 2) Email comments to info@ourtransitfuture.com; 3) Mail your form to: Our Transit Future, P.O. Box 530, Morrisville, NC 27560; or 4) Call our toll-free hotline at (800) 816-7817.

Forms received will be added to our comments database within 5 days of receipt.



22 MR. RAYMOND JAMES: Good evening.

23 My name is Raymond James. I live at [REDACTED]

[REDACTED].

1 I'm a member of Duke Memorial United
2 Methodist Church, and I'm on the core team
3 there working with Durham C.A.N. in
4 support of the light rail.

5 That light rail would probably be
6 a hundred yards from the back door of our
7 church, but anyone driving in the Triangle
8 in the last 15 years, especially on
9 Highway 15/501 and 54 Highway, know how
10 important it is to cut down the traffic on
11 the roads and on the highways. Interstate
12 40 is the same way. And light rail would
13 take a lot of that traffic off the road,
14 especially between UNC and Duke, UNC
15 Memorial Hospital, Duke University
16 Hospital. It would take so much traffic
17 off the road and be a blessing in
18 disguise. This is something that was
19 considered 12 years ago and it was going
20 to go from Carrboro to Knightdale. Well,
21 now it's from Orange County to Durham
22 County, so it's been cut down that much.

23 I drive it a lot. I go to
24 Carolina Meadows and -- from Brier Creek,

1 and it's a hassle almost all the time,
2 especially when school's in session, but
3 I've been on the light rail in Charlotte
4 and other cities and I've found that it's
5 really nice and convenient to get to park
6 -- park in a parking lot, get on that
7 train, and ride and not have to drive and
8 fight that traffic. So we at Duke
9 Memorial United Methodist Church are in
10 full support of light rail. Thank you.

11 MR. JOYNER: Thank you, sir. And
12 our next speaker. Sir, is that you?

[REDACTED]

[REDACTED]

Get Involved Contact Form

Willis James

Sent: 10/13/2015 8:01 PM

To: info@ourtransitfuture.com

Name: Willis James

Phone Number:

Email Address:

Message Body:

The light rail that is proposed is a lunatic idea. Why would anyone want to go from Alston to UNC hospitals? The route running along route 54 is a study in a total lack of any understanding of how to build light rail. Going through established neighborhoods on 54 that have neighborhoods that exit onto 54 and controlling the access with crossing gates, causing all kinds of dangers to both the residents and the cars that use 54. No, I do not live in one of those neighborhoods. A 10th grader with a computer could figure out a far better solution to the whole transit situation that doesn't include trains. To build a maintenance facility on the pristine neighborhood property on Farrington Road boggles the mind. Only an entity that is lacking in intelligence would propose this. The lunacy continues. Hard to believe that some transit people in Washington D.C. would give The transit authority would give one million dollars for further study of a greatly flawed plan for light rail.

The cost, 1.1 Billion dollars, will triple to a minimum of 3 billion dollars and that is just the cost to build. The CHARLOTTE LIGHT RAIL cost, 10 years ago, doubled from the original estimate. It was built on an existing trolley line right of way and hence didn't include property purchases. The ridership on average over the time since it was finished never reached the estimate of the planners and in fact currently the daily usage includes 4,000 people that previously took the bus??????? Not even close to a necessity for those people. I would have to conclude that the Charlotte light rail is basically a failure, when the 4,000 people a day that can use busses are removed from the ridership numbers. Unfortunately, it is constructed of steel and concrete which cannot be moved or used for a better purpose. Busses have this ability and would have been a much cheaper and better solution.

Why was the planned rail station for Meadow Mount deleted from the plan?

How much money was spent to change the name of the

Triangle Transit Authority. Four times, the current one with its logo is not even close to being better than the original, Triangle Transit Authority. More poor judgement by our transit planners. FYI, by the time a light rail could be built, self-driving cars will have been on the road for years, making light rail obsolete. My view is that this light rail project should be abandoned now and all funds involved should be forfeited. Stop spending many millions of taxpayer dollars on useless and flawed planning. Willis James

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Public Comment on the DEIS; thanks and support for the recommendation relating to UNC Open Space and the Highland Woods neighborhood.

Katie Jamieson [REDACTED]

Sent: 10/11/2015 11:36 AM

To: info@ourtransitfuture.com

Dear GoTriangle

I am a member of the Highland Woods Road residents' association, and I am delighted that the DEIS offers the following:

Triangle Transit is committed to provide a landscape visual buffer for the following historic resources due to their non-urban settings: the Rocky Ridge Farm Historic District (HD), the Highland Woods HD, the Walter Curtis Hudson Farm, and the Ruth-Sizemore Store (**Table 4.5-1**). This visual buffer would provide a blooming of at least two seasons of each year. Triangle Transit will consult with property owners, historic district representatives, and the SHPO on the appearance of this buffer.

I write to ask that this commitment be met if the building of the Light Rail indeed goes ahead, as we strongly believe it will help protect the UNC Open Space from noise and disturbance of the trains, as it will the houses that will most directly adjoin the line (including my own). We look forward to working with you on thinking through its design.

With that said, I am still very reluctant about the entire DOLRT proposal. I am a European - and an ardent supporter of mass transit that is clean and affordable. I have grave concerns about the route served by the DOLRT proposal - it seems at odds with what we can project the main movement of people to be over the coming decades. I would be very much more willing to tolerate a line running at the end of my yard if I thought the route was a smart choice. This is not a smart choice for many of the people who live in Chapel Hill, providing us with no access to our own downtown - instead dead-ending into a hospital system that seems to be the sole focus of the initiative. The unpleasant visual mess of elevated tracks over 15-501, and the ridiculously high number of at-grade crossings along 54 seem to me to be too high a price to pay for what is essentially a park and ride system for the hospital that only serves the citizens of Chapel Hill if they have a hospital appointment here or in Durham. Something that truly served the needs of both towns beyond patients and hospital employees would be a great boon; this is not that project.

Regards, Katie

Public Comment from 19 property owners in Highland Wood Road, Chapel Hill

Katie Jamieson [REDACTED]

Sent: 10/11/2015 11:14 AM

To: info@ourtransitfuture.com


Dear GoTriangle:

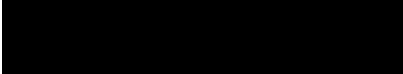
Please find attached a letter that was submitted to GoTriangle in February of this year, on behalf of the residents' association of the Highland Woods Road neighborhood in Chapel Hill.

We would like it to resubmit it as part of the public comment process on the DEIS. I will be writing an additional letter momentarily that comes on my own individual behalf.

Thanks for your consideration.
Regards,

Katie Jamieson

Attachments:  [20150304111426638-2.pdf](#)



Natalie Murdock
Public Involvement Manager
Triangle Transit Authority
PO Box 13787
Research Triangle Park, NC 27709

February 17, 2015

Dear Ms Murdock,

We are writing on behalf of a number of residents, all named below, of the Highland Woods Road neighborhood in Chapel Hill, to request that TTA provide a protective sound and sight barrier for the section of the proposed Durham-Orange Light Rail Transit Project line that will run parallel to Fordham Boulevard, between Glenwood Elementary School and Old Mason Farm Road.

This conservation area, under the management of the NC Botanical Gardens, and also partially maintained by UNC, directly abuts our quiet, historic neighborhood. The UNC running track, and the trails through the woods, are heavily used – by local and University runners, by child/youth running groups, by dog walkers and bikers. The area is much loved by those of us in our neighborhood, by our neighbors in Morgan Creek, and by the local Elementary school. It is a quiet oasis near two very busy roads, and wildlife is flourishing here, both in the protected wetland area and all through the woods.

The noise, and the visual disruption, that will be caused by the light railway is an extremely concerning prospect – to all of us who live here, and to the many others who love and use the track and trails. That disruption could be mitigated substantially by a wooden barrier, designed to screen out the sight and sound of the trains. Modeling such a barrier on the highly effective fence already in place between Old Mason Farm Road and Morgan Creek Road along the edge of the adjoining Botanical Gardens would provide visual continuity from the highway. It would be a greatly appreciated – and highly visible – demonstration that TTA is a responsible community partner, and would add only a marginal amount to the cost of this project.

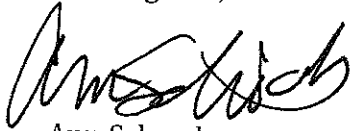
Many of us in this neighborhood are supportive in principle of the need for a light rail system in the Triangle. We have not collectively devoted our efforts to trying to change the route of the line – instead we want to ensure that the TTA does its best to build its line in a way that is minimally invasive to those in its path. Protecting the woods at the back of our neighborhood would be the right and responsible decision. A sight and sound barrier such as the one we suggest would also add value to our small, historic neighborhood, by screening out the existing noise of traffic on the highway at the same time. The whole community that uses the woods would benefit from such a far-sighted decision, which would be to TTA's great credit. Such an effort would reflect very

positively on the TTA, which doubtless faces concern over reduced property values along the route of the light rail.

Thanks for your consideration of this proposal. Please be so kind as to let us know where in the TTA organization this suggestion will be forwarded, and whether we can expect a response, as we would like to keep my friends and neighbors in the loop.

Correspondence can be sent care of Katie Jamieson, at the street address above or at the following email address: [REDACTED]

Best regards,



Ann Schwab,
President,
Highland Woods Residents Association



Rainer Blaesius
Treasurer,
Highland Woods Residents Association

Cc: Ed Harrison, TTA Board of Trustees

Alice and Paul Neebe, [REDACTED]
Mary Turner and Alexander [REDACTED]
Natalia Lebedeva and Malcolm Forbes, [REDACTED]
Gail Woods and Gary Richmond, [REDACTED]
Robin Casey and Joe Clancy, [REDACTED]
Ann Schwab and DeWayne Tate, [REDACTED]
Amanda and Seth Kingsbury, [REDACTED]
Angela and Eddie Kirkby, [REDACTED]
Kay and Reed Johnson, [REDACTED]
Lisa and Rex Bartles, [REDACTED]
Denise and Ben Duan-Porter, [REDACTED]
Ann and Lex Alexander, [REDACTED]
Carol and Nortin Hadler, [REDACTED]
Frank Rexford, [REDACTED]
Kendall and Scott Brees, [REDACTED]
Helen and Ed Ludwig, [REDACTED]
Lila Schweins and Rainer Blaesius, [REDACTED]
Katie Jamieson and Richard Harrill, [REDACTED]
Krista and Matt Mauck, [REDACTED]

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: J. B. V. S.

Email:

Telephone:

Mailing Address:

City:

Zip Code:

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Please leave your comment on the Draft Environmental Impact Statement:

I absolutely think its a good idea and there is alot of people that need transportation and have needs. its a good plan!

Please Turn Over →

Get Involved Contact Form

Shuwen Jeuland [REDACTED]

Sent: 9/14/2015 8:45 PM

To: info@ourtransitfuture.com

Name: Shuwen Jeuland

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I am writing to express my strong support for this project. The current public transit options in Durham-Chapel Hill are not sufficient for the growth that the area will face in the next 10+ years. I am very excited about the prospect of finally have a light-rail system in the area. Thank you!

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

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Daniel A. Jewell

October 12, 2015

D-O LRT Project, DEIS
PO Box 530
Morrisville, NC 27560

Re: Letter of Support of Proposed Durham-Orange Light Rail Transit Project

To whom it may concern:

I am strongly in support of the Light Rail Project as proposed by GoTriangle. Having been involved in advocacy for the system for 2 decades now, I can say that our region is overdue for this system to be in place. With the phenomenal growth our 2 counties have experienced, and more yet to come, the Light Rail System is needed as a mechanism to guide future growth in a responsible and less car-dependent way, and I truly believe that our existing public transit ridership numbers support how eager our community is for this system.

Please do not hesitate to contact me at _____ if you have questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Daniel A. Jewell", with a long horizontal flourish extending to the right.

Daniel A. Jewell, RLA, ASLA

14 MR. JOYNER: Thank you. If anyone
15 does have comments -- written comments
16 after you've spoken and you want to turn
17 those in, if you don't mind putting those
18 -- they can give them to you, Jeffrey?
19 Okay. That'll be fine. Okay. Thank you.
20 You may begin.

21 MR. DAN JEWELL: Good afternoon.
22 My name is Dan Jewell. I reside at [REDACTED]
[REDACTED], just about a five-minute
24 walk from the proposed Buchanan Avenue

1 station, so thank you for that.

2 I'm here tonight though
3 representing a group of concerned Durham
4 citizens called Durham Area Designers.

5 MR. JEFFREY: Sorry about that.
6 Hang on a second. We'll get the timer
7 set. Apologize for that.

8 MR. DAN JEWELL: That's okay. You
9 gave me extra time.

10 MR. JEFFREY: Sorry about that.

11 MR. DAN JEWELL: Great. Were my
12 previous comments on record then?

13 MR. JEFFREY: Yes, they were.

14 MR. DAN JEWELL: Okay. Very good,
15 then. Again, Dan Jewell with Durham Area
16 Designers. I'm here representing Durham
17 Area Designers, which is a group of 75
18 Durham-based design professionals,
19 architects, landscape architects, urban
20 planners, engineers, and we have been --
21 they've asked me to go on record saying
22 Durham Area Designers strongly supports
23 building the LRT.

24 In addition, we support the four

1 key decisions recommended by the Triangle
2 in the DEIS, the Duke VA Station, the New
3 Hope Creek Crossing, the Little Creek
4 Crossing, and the Rail Operations and
5 Maintenance Facility.

6 In addition, we would like to go
7 on record saying that there are some
8 design tweaks that we would strongly
9 suggest that GoTriangle try and
10 incorporate into this plan: Modifying
11 station locations and designs as part of
12 the FEIS to better serve a project purpose
13 and need. Those include better station
14 spacing and access for downtown Durham by
15 shifting the Buchanan station closer to
16 Buchanan Boulevard to increase visibility
17 and access to Birch Avenue, West End,
18 Trinity Park, and East Campus; restore the
19 downtown transit center station to the
20 original GoTriangle proposed location at
21 Duke Street; to add a city center station,
22 as recommended by all three Durham Area
23 Designer charrette teams in October 2014
24 to provide convenient access to Durham's

1 government buildings, including the
2 courthouse, detention center, and city
3 hall and better serve the Main Street
4 retail and offices to anchor the ballpark;
5 and, finally, we would also be supportive
6 of restoring the Alston Avenue station to
7 the original GoTriangle's own site east of
8 Alston Avenue to extend the reach of Light
9 Rail into east Durham and support that
10 community, as promised in years past.
11 That concludes my remarks. Thank you.

12 MR. JOYNER: Thank you.



Get Involved Contact Form

John Jewell [REDACTED]

Sent: 10/8/2015 10:49 AM

To: info@ourtransitfuture.com

Name: John Jewell

Phone Number:

Email Address: [REDACTED]

Message Body:

I oppose the Durham-Orange light rail project as it is now proposed. Aside from linking Duke and UNC hospitals, there are precious few opportunities for residents using the system to travel to or from a convenient station--especially our low income residents who need public transport the most. Besides that, the numerous at-grade crossings in Durham's busy central district will be dangerous to drivers and pedestrians alike--and an ongoing source of litigation and further expense. Finally, with projected ridership low, the intervals between trains will be such that most people will still opt to drive, and without a link to RDU and on to Raleigh this facility will languish in expensive obscurity. Buses already do this job better and cheaper. This is a boondoggle--plain and simple-- and a very expensive one at that. Please stop wasting our tax dollars on this project!!

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Excellent busses needed

amandajonms [REDACTED]

Sent: 10/8/2015 11:40 AM

To: info@ourtransitfuture.com

Greetings. Thanks for taking public comments. The thing that worries me most is that I hear very little about preparing an excellent and far-reaching bus system. I think Triangle Commuters are unlikely to drive to a train station and leave their car there. Once they are in their car, they will be more likely to just keep going. We need a bus system that reaches far enough into neighborhoods that people can leave their cars at home. A bus system like this will be useful for the trains, but also useful before we ever get the trains built. Thus, an excellent bus system is a necessity either way. Is there any way to put this up front in the conversation?

Sent from my T-Mobile 4G LTE Device

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light rail plan comments

Otto J [REDACTED]

Sent: 9/6/2015 2:36 PM

To: info@ourtransitfuture.com

Dear Planning Committee:

I love the idea of a light rail system here in the triangle. I have had very positive experiences with light rail in St. Louis and elsewhere. However, the light rail system will be useless to me if doesn't go to RTP, ideally to RDU as well. I live in Southern Village in Chapel Hill and commute to my job in RTP along the very busy 54 hwy corridor to I40. It certainly seems that there is a large volume of potential riders that similarly want to go the RTP and RDU. If at all possible, please add stops or a line to RTP and RDU.

Sincerely,

Eric Otto Johnson

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Light Rail Maintenance Facility

Jim [

Sent: 8/26/2015 3:59 PM

To: info@ourtransitfuture.com

I oppose the proposed location of the maintenance facility along the Farrington Road corridor. Some significant amounts of degreasers, lubricants and other potentially hazardous chemicals will be transported to and from and handled and stored within the facility, a few hundred yards from an elementary school under the current proposal. While I am sure that measures will be adopted designed to insure safety of operations at the maintenance facility, the fact is that accidents happen and people—even the best intentioned people—make mistakes. It may be that the risks of a serious incident would be small but the consequences could be catastrophic. The only reason suggested for preferring the Farrington Road site, currently a bucolic greenspace, zoned residential, over the alternative existing industrial site, already appropriately zoned for maintenance activity of such a scale is cost. It would be callous to choose to run the risk, even if small, of a serious accident in close proximity to an elementary school because of the added expense. As an attorney, I would suggest to you that the liability consequences of such a choice in the event of an accident could dwarf any initial cost saving. Thank you for your consideration. James R. Johnson, Chapel Hill, NC 27517

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Deep Concern about the Light Rail project

Julie Johnson [REDACTED]

Sent: 10/13/2015 9:23 AM

To: info@ourtransitfuture.com

Cc: "Tim Johnson" [REDACTED]

My name is Julie Johnson and I am a resident of Downing Creek - a quiet family neighborhood off of 54 and one that would be impacted negatively by the projected light rail. I will admit that my attention to this project began as I realized how detrimental this would be for the community in which I live but as I have learned more about it my objection has become stronger.

The issue of safety - with at-grade crossings - and increased traffic in an area that is completely residential should cause enough pause. The fact that the light rail continued to be pushed after the Meadowmont route was removed as an option (which I was also opposed to but Meadowmont at least had infrastructure in place) shows that politics and unchecked personal agenda have been a primary driver to the light rail as opposed to public good, safety, and common sense.

An objective look at this project reveals it's absurdity. Even the title is misleading - this will not be for the "Triangle" - this is for a small corridor that will serve a mere 11,500 riders annually?! Are we looking at data? And that at a cost of over \$1.6 billion dollars? Even if I lived in an area that would see no impact from this project I would be adamantly opposed. This amount of money for a project that will not alleviate traffic, will increase danger for both vehicles and pedestrians, and does not even serve the greatest population densities or neediest segments. It would be foolish ambition that is not grounded in reality that would see this project to completion. Please, please put an end to the light rail!

Julie Johnson

Oppose Light Rail – Safety – at grade crossing

Timothy Johnson [REDACTED]

Sent: 10/12/2015 5:16 PM

To: info@ourtransitfuture.com

While there are several reasons I oppose the proposed Durham – Orange Light Rail, one is because as proposed the Downing Creek Parkway and Hwy 54 intersection will be an at-grade crossing with no traffic light. This crossing is very busy, with a lot of pedestrian traffic, and an at-grade crossing at this intersection poses significant safety concerns for both vehicle, bike and pedestrian traffic.

Sincerely,
Tim Johnson

[REDACTED]
[REDACTED]

Oppose Light Rail – Cost

Timothy Johnson [REDACTED]

Sent: 10/12/2015 5:22 PM

To: info@ourtransitfuture.com

While there are several reasons I oppose the proposed Durham – Orange Light Rail, one of the main reasons the current estimated construction cost of at least \$1.8 billion, which does not include likely cost over-runs. Additionally, a significant portion of this estimated cost has no identified source of funding. Moreover, based on current data (e.g., demographics, population growth, route, ridership, time of rail commute far exceeding forecasted car commute times, etc.), this rail project does not provide a viable solution to solving traffic problems that could justify anywhere near the current estimated construction cost and on-going expense.

Sincerely,
Tim Johnson

[REDACTED]
[REDACTED]

Oppose Light Rail – Route

Timothy Johnson [REDACTED]

Sent: 10/12/2015 5:31 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because the proposed route of the rail travels through low-density areas. In addition, the region is not projected to have the population density necessary to support this proposed rail project. Moreover, the proposed rail does not take riders to places that are needed or desired, such as the Research Triangle Park, shopping, or the airport. This is one of the reasons that Wake County cancelled the light rail project. While the original light rail project for Wake, Durham and Orange counties likely did not have the population density and routing to support it to begin with, the current proposed route that does not include Wake County (the most populous county in the area) definitely does not have the population density and routing to support it. In short, it makes little sense and is another example of useless spend of resources.

Sincerely,
Tim Johnson

[REDACTED]
[REDACTED]

Oppose Light Rail – no parking at stations

Timothy Johnson [REDACTED]

Sent: 10/12/2015 5:33 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because there will be little additional parking at most of the stations and several stations will have no parking at all, including the Woodmont station. Duke is not adding parking and neither is UNC. Most stations will be walk-up only and this will further minimize ridership, which, by the way, is extremely overstated by GoTriangle.

Sincerely,
Tim Johnson

[REDACTED]
[REDACTED]

Oppose Light Rail – serves less than 5% of population

Timothy Johnson [REDACTED]

Sent: 10/12/2015 5:36 PM

To: info@ourtransitfuture.com

I oppose the proposed Durham – Orange Light Rail because based on figures submitted by GoTriangle in the DEIS, it serves less than 5% of the population. There are more flexible and cost efficient ways such as Bus Rapid Transit to address the transportation issue than spending \$1.8 billion on such a small number of people.

Sincerely,
Tim Johnson

[REDACTED]
[REDACTED]

Get Involved Contact Form

Andy Jones [REDACTED]

Sent: 9/14/2015 10:02 PM

To: info@ourtransitfuture.com

Name: Andy Jones

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

I'm very much in support of light rail.

I think the the proposed line would make a fantastic addition to the Chapel Hill and Durham communities. As our cities grow, I think that light rail provides an excellent alternative to cars and buses. I look forward to using light rail to get to work in downtown Durham.

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

~~Ant~~ Antonio Jones

Email:

Telephone:

Mailing Address:

City

Zip Code

How to Comment on the DEIS

1. Email us at info@ourtransitfuture.com
2. Submit a web-based comment form: ourtransitfuture.com/comment
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

I want the bus and train fares to be affordable.
I would like to use it to get around Durham and for it
to connect to bus routes

Please Turn Over →

Subject: Re: Updates from GoTriangle about Our Transit Future

From: Darrell Jones [REDACTED]

Date: Tue, Sep 01, 2015 2:08 am

To: info@ourtransitfuture.com

what is the projected time frame to have this project underway?

On Tue, Sep 1, 2015 at 5:02 AM, Our Transit Future <info@ourtransitfuture.com> wrote:

If you are having trouble viewing this message, [see it in your browser](#).



Our Transit Future Newsletter



A Note from the D-O LRT Project Staff

Thank you for your support of transit and your commitment to helping us improve transportation in Durham, Orange and Wake counties. You've chosen an exciting time to be involved with transit in the Triangle.

Below are a few of the things we have been working on:

DEIS for the Proposed D-O LRT Project Published and Public Comment Period Open

The Draft Environmental Impact Statement (DEIS) for the proposed Durham-Orange Light Rail Transit (D-O LRT) Project was published in the *Federal Register*, on Friday, August 28, 2015. Hard copies are available at several locations, including: Durham County Public Libraries, Orange County Public Libraries and GoTriangle's Administrative Office. You can also view or download the DEIS on our website: ourtransitfuture.com/deis.

With the publication in the *Federal Register*, the official public comment period for the DEIS is now open. You can review and comment on the DEIS until October 13, 2015

Overview

The DEIS evaluates the environmental, transportation, social, and economic impacts associated with the transportation improvements in the Durham-Orange (D-O) Corridor serving the cities of Chapel Hill and Durham in the Research Triangle region of North Carolina. The DEIS documents the evaluation of the No Build Alternative and the NEPA Preferred and Project Element Alternatives. The No Build Alternative is defined and analyzed to provide the base against which the NEPA Preferred and Project Element Alternatives can be compared.

Planning for high-capacity transit in the Research Triangle region began more than 20 years ago, and a

number of studies have been conducted to advance major transit investments in the area. The proposed D-O LRT Project consists of a 17-mile light rail project from southwest Chapel Hill to eastern Durham and includes several educational, medical, and other key activity centers which generate a large number of trips each day. The D-O LRT Project would include 17 stations and has Project Element Alternative including two sections with alignment alternatives (i.e. Little Creek with four alignment options and New Hope Creek with three alignment options). Additionally, there are five Rail Operations and Maintenance Facility (ROMF) options under consideration. The NEPA Preferred Alternative contains the preferred alignment options, one ROMF option, and station selections in each area where alignment and station alternatives exist.

[Learn more about and view the DEIS](#)

How to Comment During the 45-Day Public Comment Period

You can comment any of five ways:

1. Email us at info@ourtransitfuture.com
2. Submit a web-based comment form: ourtransitfuture.com/comment
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 [et seq.](#)).

[Learn more about where and how to comment on the DEIS](#)

GoTriangle to Hold Public Hearings

GoTriangle will hold two formal public hearings on the DEIS.

- Tuesday, September 29, from 4-7 p.m. at the Friday Center: 100 Friday Center Drive, Chapel Hill, NC 27516
- Thursday, October 1, from 4-7 p.m. at the Durham County Commissioners' Chamber: 200 E. Main Street, Durham, NC 27701

Each speaker who signs up to between 4 p.m. and 7 p.m. will be allowed two minutes to comment. The hearings are being held to solicit comments regarding the proposed D-O LRT Project. A court reporter will be present to record verbal comments. Hearing participants will also have the opportunity to submit comments in writing during the hearings. Comments received verbally and in writing will receive equal weight.

Auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in the hearings will be provided. Anyone requiring special services should contact Natalie Murdock via email: nmurdock@gotriangle.org or by phone: (919) 485.7569 as early as possible so that arrangements can be made.

[Learn More About Public Hearings](#)

GoTriangle to Hold Public Information Sessions

GoTriangle will hold two public information sessions on the DEIS in advance of the public hearings.

- Tuesday, September 15, from 4-7 p.m. at the Friday Center: 100 Friday Center Drive, Chapel Hill, NC 27516
- Saturday, September 19, from 2-5 p.m. at Durham Station Transportation Center: 515 W. Pettigrew Street, Durham, NC 27701

What is a Rail Operations and Maintenance Facility

We have been hearing this question a lot, so we made a webpage for you to learn more: ourtransitfuture.com/ROMF.

Here you can see the NEPA Preferred Alternative for the D-O LRT Project's ROMF site and our responses to questions asked by the public. A presentation made to the community, a packet of potential mitigation measures, and details regarding a trip to Charlotte with some community members, elected officials and City of Durham and Town of Chapel Hill staff members is also available for review.

You can find a short video about what a ROMF is here: [ROMF Video](#).

[Learn more about the proposed Rail Operations and Maintenance Facility.](#)

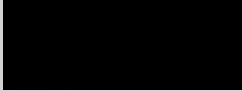
View the New Our Transit Future Homepage

As we were preparing to release the DEIS for the D-O LRT Project, we took a look at our website and updated it a bit. Highlights of the new features include: a more traditional homepage, a streamlined project overview page, and links that are easier to find.

Take some time and get familiar with our website: ourtransitfuture.com, and while you are there, check out the DEIS.



This message sent to [REDACTED] by info@ourtransitfuture.com
GoTriangle



You opted in to this list from: Completion of D-O LRT Survey (More info)
[Unsubscribe](#) | [Manage Your Subscription](#) | [Forward to a Friend](#)

—
Darrell A. Jones

<http://www.linkedin.com/pub/darrell-jones/27/238/b47>

<http://www.feedermatrix.com/banners/banner.gif>

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